

## CITY INTELLIGENCE.

## ORANGE AND ALEXANDRIA RAILROAD COMPANY.

The stockholders of this company held their ninth annual meeting at their office yesterday in Alexandria. On motion of John S. Barlow, Jr., esq., Col. William P. Shepherd, of Nelson county, was appointed chairman, and James H. Reid, clerk of the company, attended as secretary.

On motion of F. M. Latham, a committee of three stockholders was ordered to examine the powers of proxies. The following persons were appointed as said committee: F. M. Latham, of Culpeper, W. W. Harris, of Nelson, and George W. Sinsot, of Alexandria.

On motion of Dr. F. C. Stoughton, it was resolved to take a recess until four o'clock, p. m., and then to meet at the Lyceum Hall.

The stockholders reassembled at Lyceum Hall at four o'clock in the afternoon.

F. M. Latham, from the committee on proxies, reported that there were powers of proxies present representing 6,777 votes—being more than a quorum. It requires 6,575 for a quorum.

The annual report of the president and directors was read, from which we give the following extracts:

"The receipts derived from transportation of passengers, tonnage, and mails over the road for the year ending on the 30th of September, amount to the aggregate sum of \$208,895 37, and has been drawn from the following sources: Passengers, \$128,320 11; freight, \$90,027 66; mail, \$15,482 94. Of the receipts the sum of \$24,374 88 was collected from the Manassas Gap Railroad Company, in the shape of tolls for the transportation of its tonnage over our road from the point of intersection at Alexandria.

"Working expenses of the year amount to \$106,902 91—leaving as net income the sum of \$151,972 46. The gross receipts are less than those of the year previous by the sum of \$14,382 55, while the net earnings exceed the last year's by the sum of \$17,855 15. Some considerable reduction in the passenger receipts, consequent upon the surrender in December last of our company between Washington and Richmond, and which our contractors, and the withdrawal of the night train, was naturally to have been expected. Our receipts from freight show a steady increase over those of last year, notwithstanding the recent short crops and general depression of the agricultural interest. For the first time, too, since the road has been in operation, the navigation of the Potomac was uninterrupted by ice during the last winter, and the company derived of the usual large receipts derived from transporting passengers at that season. When we consider these several causes of abatement which have operated to lessen the receipts of the past year, we cannot but regard this exhibit of our present revenue as furnishing additional evidence of the value of the road, and of the firm basis upon which its capacity for a profitable business already rests. Since the new arrangement for running tickets with other companies went into effect (from 1st of June last) our passenger receipts have largely increased, and now exceed the receipts of any former period. If the present ratio of receipts per month could be maintained—and the business promises permanent results—it will be easy to compute, by a simple process of arithmetic, the large increase of revenue for the next year. The net earnings of the road, therefore, afford a profit of more than six per cent upon the cost of the road now in operation, and its equivalent. This, of course, however, will be subject to such deduction as would be necessary to provide an adequate fund for renewal of track and machinery. According to the statement of the general superintendent, the condition of the road is only forty-one per cent of the gross receipts for the year, which exhibits the prudent economy with which that branch of the service has been administered, and is much less than the average ratio of working expenses to receipts, on other railroads. At the same time the excellent condition of the road and equipment has been properly maintained, and the trains run with unsurpassed regularity and safety. Some renewal of track, and additions to the rolling stock, have been made during the year, as the exigencies of the work required. For more full particulars and details in regard to the working of the road, state of machinery and cars, condition of bridges, &c., reference is made to the accompanying report of the general superintendent. The board take pleasure in commending the efficient manner in which this department is managed, which, it is believed, in all essential points, will compare favorably with that of any railroad in the United States.

"A contract has recently been made with Dr. W. S. Morris and others for the construction and operation of a line of telegraph upon the whole length of the road, with offices to be located at convenient points. The line will be put in operation as fast as the rolling stock, and will afford additional facilities in the working of the road.

"The refund of the fare on the arrangement of the Virginia Central Railroad Company, for the use of a through ticket, and the obvious desire on their part to give up the contract, as communicated in our last report, compelled a surrender on the 1st of December last to the Post Office Department of the transportation of the mails between Washington and Richmond, on terms deemed unfavorable at the time. In lieu of \$250 per mail, allowed for the double daily transportation of the mails, an allowance was granted of \$150 per mile for a single daily service, with double that amount for same service whenever the navigation of the Potomac river should be closed by ice, and the transportation of the mails arrested over the route by Aquia creek.

"The adoption of the present scheme of connections with the southwestern railroads, not then anticipated, which requires the running of two daily passenger trains, makes it a matter of some regret now that the former contract should have been surrendered. In May last an arrangement was effected with the several railroad companies interested by which an arrangement was made that was formed with our own company and the Virginia Central Railroad Company, by the New Orleans and Jackson, Mississippi Northern Central, Charleston and Memphis, Georgia and East Tennessee, East Tennessee and Virginia, Virginia and Tennessee, South Side and Danville Railroad Companies, for the passengers traveling over their respective lines to Washington and the northern cities. This arrangement, which went into full operation about the 1st of July, has resulted favorably, affording a valuable addition to our receipts already, although, from circumstances beyond control, our company is not allowed its fair proportion of the gross rate paid to others. With the completion of our road to Lynchburg this difficulty will be obviated, and a large part of the fare now received by other roads must necessarily fall to our share. Enough is known, however, to demonstrate the great profit to be derived from this business, which our road will hereafter stand confidently to a rival. The result clearly illustrates the original policy of the company in undertaking to construct the extension of this important part of their work."

The receipt for the past fiscal year was \$1,281,465 84, and the disbursements at \$1,174,361 66. The existing indebtedness of the company amounts to \$76,883 28, and the means due and uncollected, (a part of which may be classed as unavailable), \$183,795 86. The whole funded debt amounts to \$1,480,500. The report states that the means and resources of the company will be ample to meet the entire cost of finishing the work to Lynchburg. In reference to this extension, the report says:

"The great body of this graduation and masonry will be completed by the end of the current year, leaving only some half dozen of the more difficult points to be executed in the course of the next spring and early part of the year. Of course, will involve the expenditure of considerable activity and skill in the prosecution of the work, but the completion of the graduation and masonry can be accomplished with great confidence as practicable by proper efforts within the time indicated above. If it is not granted by the last legislature could have until labor for the beginning of the year, when the work would have been much advanced, its earlier completion would process, and necessarily requires time for its execution, but can be greatly expedited by commencing operations contemporaneously at both ends.

"This policy will involve some additional cost, but will afford ample remuneration in the earlier completion and saving of the road. The work can be done in a month or two, and the revenue of the company, consisting of thousands of dollars to the revenues of the company. Contractors have been entered into for the delivery of three hundred tons of iron rails, of which some two hundred tons have been delivered. Seven hundred tons more will be delivered in the month of April and May, and about two thousand tons more will be required next summer to complete the line. These purchases have been made on terms favorable as to price, with guaran-

tees for delivery of iron of the best quality and manufacture.

"It is proposed to commence the laying down of track on that part of the work nearest to Charlottesville early in November, and to proceed with the same continuously, as far as possible, during the fall and winter. With the opening of spring the track can be commenced to be laid at the Lynchburg end, and regularly extended outwardly, until a junction is formed with that laid from the other terminus. The construction of the bridge at Juncos river, opposite the city of Lynchburg, has been hitherto postponed on account of the heavy expense involved, and the limited means of the company for so large an outlay. Plans are now matured to let this work at an early day, and in the meantime temporary means will be resorted to for the proper accommodation of our business, and the completion of the work.

"The Engineer's report, giving the details in reference to the progress of the graduation, masonry, &c., was also read.

On motion, these reports were referred to the following committee: Messrs. A. J. Haley, of Orange; W. D. Hart, of Albemarle; James M. Dillard, of Nelson; John Wood, Jr., of Albemarle; James Barlow, of Culpeper; John C. Green, of Culpeper; William E. Gaskins, of Fauquier; Ferd. A. Woodson, of Prince William; John T. Burke, of Fairfax; and Geo. W. Sinsot, of Alexandria.

Major Z. Turner, Jr., on the part of the examining committee, then submitted a report in writing, which was adopted.

Dr. C. W. Ashby submitted a resolution that, in the opinion of the stockholders of the Orange and Alexandria railroad, it is neither expedient nor proper that our trains should be run on the Sabbath day, and that we earnestly desire our president and directors, at as early a date as possible, to make such arrangements with the Postmaster General and connecting lines of road as will enable them to change the policy of the road to this particular.

On motion, this resolution was referred to the same committee to whom the reports of the president, &c., had been referred; and the meeting then adjourned until eight o'clock, p. m.

METROPOLITAN MECHANICS' INSTITUTE.—A special meeting of the board of directors of this institution was held at the Aldermen's room, City Hall, on Tuesday evening last.

The meeting was called to order by the president, T. U. Walter, esq.

A letter was read from the managers of the Maryland Institute, at Baltimore, inviting the members of this body to attend the exhibition now being held in that city; which was accepted, and the corresponding secretary was directed to inform the gentlemen of this Institute that this board of directors would attend said exhibition, though not in a body.

Some deferred business was reported by Mr. Janney, chairman of the committee on deferred business.

The board then went into a discussion of the practicability of holding a grand national exhibition in the city of Washington some time during the spring of 1860.

Mr. Stansbury stated his views upon this subject, and advocated the project in a decided manner. He desired to see this institution hold an exhibition which should be superior in character and extent to any previous one. The previous exhibitions of the Institute had been gotten up in too hurried a manner, and too little time had been given to persons in which to prepare articles for exhibition. He was strongly in favor of holding an exhibition, and giving eighteen months notice, so that ample time for preparation could be had. He did not think it well to confine to the Mechanics' Institute, but to have represented the fine arts, and too little time had been given to persons in which to prepare articles for exhibition. He was strongly in favor of holding an exhibition, and giving eighteen months notice, so that ample time for preparation could be had. He did not think it well to confine to the Mechanics' Institute, but to have represented the fine arts, and too little time had been given to persons in which to prepare articles for exhibition.

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## ARRIVALS AT THE HOTELS.

## Brown's Hotel.

James H. Richards, Virginia.  
Joseph H. Madison, do.  
Wm T. Perkins, do.  
John H. Hingham, do.  
Mrs. Madison, Philadelphia.  
Miss Wright, do.  
Miss Hunt, do.  
J. A. Avery, North Carolina.  
J. H. Livingston, New York.  
Dr. Lockwood, U.S.A.  
W. H. Vachell, Massachusetts.  
Albert S. Fisher, Chester county, Pa.  
R. J. A. Manning, Alexandria.  
A. Mitchell, Philadelphia.  
Miss J. Phillips, Texas.  
Mrs. Brecken, Tennessee.  
F. M. Barker, do.  
Mrs. Barker, do.  
James T. Howell & children, do.  
A. W. Johnson, Tennessee.  
John McCarty, Illinois.  
Washington J. Beall, Maryland.

## Kirkwood House.

T. F. House, Maryland.  
J. H. House, South Carolina.  
J. H. House, Cleveland.  
J. H. House, New York.  
J. H. House, South Carolina.  
J. H. House, U.S.A.  
J. H. House, Rhode Island.  
J. H. House, Louisiana.  
J. H. House, Louisiana.

## National Hotel.

B. House, New York.  
J. H. House, New York.  
J. H. House, New York.  
J. H. House, New York.  
J. H. House, New York.  
J. H. House, New York.  
J. H. House, New York.  
J. H. House, New York.  
J. H. House, New York.

## United States Hotel.

Stephen A. Allen, Illinois.  
Wm F. Hinkley, Virginia.  
N. F. Hinkley, Ohio.  
J. H. Hinkley, Ohio.  
J. H. Hinkley, Ohio.  
J. H. Hinkley, Ohio.  
J. H. Hinkley, Ohio.  
J. H. Hinkley, Ohio.  
J. H. Hinkley, Ohio.

## SPECIAL NOTICES.

## OFFICIAL.

The following dispatch, received at the Department of State from Robert G. Scott, Jr., esq., United States consul at Rio de Janeiro, relative to a survey of the coral island called the Rocas, contains useful information for our citizens who are engaged in commerce and navigation with the Brazilian coast: